SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 18/01

Page 199—Lines 20 to 24/L; read:

be ordered through their agent 12 hours in advance and confirmed 4 hours prior to arrival, unless otherwise stated by individual ports.

Vessels should send their ETA via their agent 12 days, 96 hours,

(BA NP 286(2)) 48/01

Page 199—Lines 48 to 50/R; read:

Pilotage

(NIMA) 48/01

PUB 123 8 Ed 2001 LAST NM 47/01

Page 15—Line 16/R; insert after:

For information concerning Nigerian VHF communications regulations and reporting requirements for Nigerian oil terminals, see Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean.

(NIMA) 48/01

Page 27—Line 11/R; insert after:

Regulations.—For information concerning Nigerian Ship Entry Notice (SEN), VHF communications regulations, and reporting requirements for Nigerian oil terminals, see Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean.

(NIMA) 48/01

PUB 124 8 Ed 2001 LAST NM 47/01

Page 95—Line 6/R; read:

4.76 Regulations.—The coast of Uruguay from Arroio Chui to Punta del Este is covered by the Maritime Movement Control and Information System. For further information, see Pub. 160, Sailing Directions (Planning Guide) Indian Ocean and South Atlantic Ocean.

Southwest of Arroio Chui, the first prominent feature

(NIMA) 48/01

Page 106—Line 28/R; read:

5.9 Regulations.—The coast of Uruguay from Punta del Este to Colonia, including the port of Montevideo, and the Rio Uruguay N of Colonia, is covered by the Maritime Movement Control and Information System. For further information, see Pub. 160, Sailing Directions (Planning Guide) Indian Ocean and South Atlantic Ocean.

Punta del Este (34˚58'S., 54˚57'W.) is the S

(NIMA) 48/01

Page 111—Lines 7 to 23/L; read:

Regulations.—The coast of Uruguay from Punta del Este to Colonia, including the port of Montevideo, and the Rio Uruguay N of Colonia, is covered by the Maritime Movement Control and Information System. For further information, see Pub. 160, Sailing Directions (Planning Guide) Indian Ocean and South Atlantic Ocean.

The speed of vessels must not exceed 8 knots

(NIMA) 48/01

Page 115—Line 13/L; insert after:

Regulations.—The coast of Uruguay from Punta del Este to Colonia, including the port of Montevideo, and the Rio Uruguay N of Colonia, is covered by the Maritime Movement Control and Information System. For further information, see Pub. 160, Sailing Directions (Planning Guide) Indian Ocean and South Atlantic Ocean.

(NIMA) 48/01

Page 125—Line 2/L; read:

5.45 Regulations.—The coast of Uruguay from Punta del Este to Colonia, including the port of Montevideo, and the Rio Uruguay N of Colonia, is covered by the Maritime Movement Control and Information System. For further information, see Pub. 160, Sailing Directions (Planning Guide) Indian Ocean and South Atlantic Ocean.

The Rio Uruguay can be divided into three parts by the

(NIMA) 48/01

PUB 126 6 Ed 1996 LAST NM 45/01

Page 44—Line 36/L; read:

wreck lies on the reef close NW of the light.

Depths—Limitations.—Significant improvements have been made to Ofu Harbor. The newly-built harbor is protected by a breakwater and has an excellent pier face approximately 30m in length for small craft. The alongside depth and turning basin has a reported controlling depth of 4.88m. A boat ramp exists for launching and recovering small craft.

(PUBS 021/2001) 48/01

PUB 127 6 Ed 2000 LAST NM 45/01

Page 118—Line 22/R; read:

Curtis is suitable only for small craft with local knowledge.

Caution.—Several dangerous wrecks, best seen on the chart, exist approximately 5 miles NE of North Point.

From North Entrance to Cape Capricorn, about 17 miles to the

(40(1542)01 Tokyo) 48/01

Page 245—Lines 34 to 51/R; read:

Caution.—Petroleum exploration rigs, gas production platforms, and floating production, storage and off-loading installations (FPSO) are found SW of Cape Egmont in the Maui Gas Field, where the Maui A and Maui B gas production platforms are in operation. Maui A stands 22 miles SW of Cape Egmont; gas pipelines connect the

PUB 127 (Continued)

platform to the shore ENE and from the platform to Maui B, a production platform standing 9 miles SW. A 135,000 ton tanker, the Whakaaropi, is permanently moored about 1 mile SW of Maui B and serves as an FPSO. Unauthorized navigation is prohibited within 500m of the platforms and FPSO. These pipelines contain flammable gas and a vessel damaging them would face a certain fire hazard. As charted, anchoring and fishing are prohibited within the vicinity of the pipeline. Additionally, flaring of gas takes place from time to time from Maui A platform. Unlighted buoys and other obstructions may lie near the platforms; construction operations are underway in the vicinity of Maui B. Supply and service vessels may be operating in the vicinity of both platforms. Vessels are recommended to give platforms and the FPSO a berth of at least 2.5 miles.

(NZ Annual Notice No. 16 of 2001) 48/01

PUB 140 2 Ed 2001 LAST NM 21/01

Page 115—Lines 14 to 19/L; read:

Israel, located in the Middle East, is bordered on the NW side by the Mediterranean Sea, on the N side by Lebanon, on the NE side by Syria, on the SE side by Jordan and the Gulf of Aqaba, and on the SW side by Egypt. The country extends about 260 miles in a N/S direction and varies from 10 to 65 miles in width. The Sinai Peninsula was formerly occupied by Israel after the 1967 Six Day War until 1982. The Gaza Strip, the westernmost coastal area, is now largely administered by the Palestinian Authority. The Dead Sea, lying on the E side of the country, is 399.9m below sea level and the lowest point on the earth's surface. The terrain consists of low, coastal plains, central mountains, and the Negev Desert in the S.

The climate is primarily temperate, although it is hot and dry in the S and E areas.

(NIMA) 48/01

Page 115—Lines 14 to 15/R; read:

The State of Israel, an independent sovereign republic, was originally proclaimed in 1948. The Knesset, elected for a 4-year term, is a 120-member Parliament. The system of election is by proportional representation. Executive power lies in the Cabinet, headed by the Prime Minister. The President, elected by the Knesset for a 5-year term, is the chief of state.

The legal system is based on English common law, British Mandate regulations, and, in personal matters, Jewish, Christian, and Muslim traditions.

The capital, as proclaimed in 1950, is Jerusalem. The United States, like nearly all other countries, does not recognize this status and maintains its Embassy in Tel Aviv.

(NIMA) 48/01

Page 115—Lines 22 to 24/R; read:

Agriculture is an important industry. Other major industries include food processing, diamond cutting and polishing, textiles and apparel, chemicals, metal products, military and electrical equipment, potash mining, and tourism.

(NIMA) 48/01

Page 115—Lines 26 to 27/R; read:

The official language is Hebrew. Arabic is the official language of the Arab minority. English is also widely used.

(NIMA) 48/01

Page 165—Line 14/R; insert after:

New graphic titled "Examples of Norwegian Fixed Marks" from back of this Subsection.

(Nor SD 1) 48/01

Page 172—Lines 31/L to 26/R; read:

The Norwegian Rescue Services for sea, air, and land are regarded as one organization under the common heading of life-saving service. The sea rescue service combines a number of public and private institutions, coordinated through the police, who have general responsibility and authority for the saving of lives. Among these institutions are the pilotage, light, and harbor authorities; civil defense and fishery organizations; and the Norwegian Lifeboat Society (Norwegian Society for Rescue of Shipwrecked Mariners). The Norwegian Naval Defense Force has vessels in readiness for distress calls at all times.

The Norwegian Lifeboat Society operates a fleeet of over 30 rescue vesssels of various sizes and a chain of rescue stations along the coast. The vessels have an operational radius of 400 to 5,000 miles and are fitted with VHF, SSB, and mobile telephone communications. The vessels have white hulls, with a wide red band along the deck, and a red Maltese cross in a blue ring on the bow. About 20 of the rescue stations are operated year round, with the remaining stations operating during the fishing and pleasure-boating season.

Norwegian Chart Q6356 shows the location of coastguard stations, lifeboat stations, coast radio stations, and other details of the search and rescue organization in British and North European waters.

A fleet of about 50 vessels is run by the pilotage authority; many of these vessels operate within a radius of 175 to 360 miles. Vessels are equipped for rescue missions. Many shore pilot stations maintain a listening watch on VHF channel 16.

Other vessels, such as those used for harbor works and buoy maintenance, as well as fishing vessels and merchant vessels, can be called upon for rescue service.

The Norwegian Air Force has ten Sea King helicopters, with an operating radius of 220 miles, available for search and rescue duty. The helicopters are based at Stavanger (Sola), Vigra, Orlandet, Bodo, and Banak. Long-range transport and maritime aircraft can be called on for more extensive searches and for the dropping of rescue equipment.

A civilian helicopter, with a range of 150 miles, is based at Svalbard.

The main rescue centers are:

1. SSR South Norway (Stavanger)—South of 65˚N.
2. SSR North Norway (Bodo)—North of 65˚N.

These centers receive all distress calls and assign the appropriate local rescue center to each incident.

(Nor SD 1) 48/01

PUB 140 (Continued)

Page 185—Lines 37 to 39/R; read:

Pilotage
(NIMA) 48/01

PUB 148 7 Ed 2001 NEW EDITION
(NIMA) 48/01

PUB 155 7 Ed 2001 LAST NM 31/01

Page 164—Lines 1 to 7/R; read:

Pilotage.—Pilotage is compulsory for foreign vessels. Pilots must be requested at least 2 days in advance, stating draft fore and aft and number and nationality of crew. Vessels should update or confirm their ETA to Vladivostok Traffic as they approach the pilot boarding position.

Pilots normally board vessels in the charted boarding area situated E of Mys Basargina. In the advent of bad weather vessels may be instructed to proceed into Proliv Bosfor Vostochnyy, where the pilot can board in calm water.
(BA NM 43/00) 48/01

Page 164—Line 31/R; insert after:

A VTS has been established which controls all vessel movement in and around the harbor area, and in the TSS. It is referred to as Vladivostok Traffic and has a control center located on Poluostrov Nazimov.

Vessels should begin reporting to the VTS upon passing the position 42˚55.1'N, 132˚05.5'E (if navigating within Ussuriyskiy Zaliv) and position 42˚48.3'N, 131˚33.5'E (if navigating within Amurskiy Zaliv). The following information should be provided to Vladivostok Traffic when passing these points inbound:

1. Vessel name, call sign, IMO number, MMSI number.
2. Vessel size and type.
3. Draft.
4. Position.
5. Vessel's agent.
6. Port of departure.
7. Port of destination, ETA.
8. Type and amount of cargo.
9. Total number of people onboard.

Vessels shifting berths or getting underway from an anchorage must provide the following:

1. Vessel name, call sign, IMO number, MMSI number.
2. Position.
3. Course.
4. Speed.

When vessels are preparing to depart a berth or anchorage for sea, the following information should be given to Vladivostok Traffic at least 30 minutes prior to departure:

1. Vessel name, call sign, IMO number, MMSI number.
2. Vessel size and type.
3. Draft.
4. Position.
5. Vessel's agent.
6. Type and amount of cargo.
7. Port of destination, ETA.

Vessels must not enter the VTS until contact with Vladivostok Traffic has been made. Vladivostok Traffic will give instructions for anchoring and/or berthing and any changes to VHF radio communications. The VTS monitors all traffic by radar and requires a radio watch to be kept by any vessel at anchor.
(BA NM 43/00) 48/01

PUB 160 1 Ed 1998 LAST NM 44/01

Page 3—Line 2/R; insert after:

Pilotage 4
(NIMA) 48/01

Page 4—Line 30/L; insert after:

Pilotage

Pilotage is compulsory for all foreign vessels in all Argentine channels, rivers, passes, ports, and berthing locations.
(BA NP 286(5)) 48/01

Page 4—Line 44/L; insert after:

Vessel reporting

Vessels should establish communications with the nearest coast radio station when within range; after the initial contact, vessels should then maintain a continuous listening watch, either on VHF channel 16 or an agreed working channel. When out of range, if shipping is heavy or visibility is poor, vessels should maintain a continuous listening watch on VHF channel 16.

Foreign vessels are required to report the following information:

1. When entering a port:
   a. Vessel name.
   b. Flag.
   c. Call sign.
   d. ETA.
   e. Berthing location.
2. When departing a port:
   a. Vessel name.
   b. Flag.
   c. Call sign.
   d. Length.
   e. Beam.
   f. Draft.
   g. Speed.
   h. Destination.
   i. Course.
   j. Type of cargo.
   k. Whether there is a doctor on board.

Messages should be in Spanish; however, if it is not possible to understand Spanish, vessels should use the International Code of Signals, or the Q-code, remembering the Standard Maritime Navigational Vocabulary.

Vessels should report any other vessels in difficulty, reduced visibility, damaged or inoperative aids to navgation, or any other dangers to navigation. The coast radio stations can supply similar information, as well as vessel traffic information, on request.
(BA NP 286(5)) 48/01

PUB 160 (Continued)

Page 4—Lines 50/L to 9/R; read:
the following Prefectura Naval Radio (PNR) coast stations:

Station	Designation(s)
Ushuaia PNR	L3J, L3O, and L3P
Rio Grande PNR	L4F
Rio Gallegos PNR	L3C and L3I
San Julian PNR	L4M
Puerto Deseado PNR	L4N
Comodoro Rivadavia PNR	L2V, L2Y, L2Z, L3A, and L3B
Bahia Blanca PNR	L2H and L2N
Quequen PNR	L5B
La Plata PNR	L5F
Mar del Plata PNR	L2O, L2R, L2T, and L2U
Recalada Rio de la Plata PNR	L3V
Buenos Aires PNR	L2A, L2D, L2E, L2F, and L2G
Zarate PNR	L5T
Rosario PNR	L6I
Concepcion del Uruguay PNR	L8T

(BA NP 281(2)) 48/01

Page 17—Table; replace with below:
New table from back of this Subsection.
(Aus Annual Notice No. 9 of 2001) 48/01

Page 19—Table; replace with below:
New table from back of this Subsection.
(Aus Annual Notice No. 9 of 2001) 48/01

Page 20—Table; replace with below:
New table from back of this Subsection.
(Aus Annual Notice No. 9 of 2001) 48/01

Page 20A—Table; replace with below:
New table from back of this Subsection.
(Aus Annual Notice No. 9 of 2001) 48/01

Page 22—Graphic; replace with below:
New graphic from back of this Subsection.
(Aus Annual Notice No. 9 of 2001) 48/01

Page 31—Line 2/R; insert after:
Pilotage **36**
(NIMA) 48/01

Page 35—Line 10/L; insert after:

Pilotage

Pilotage is compulsory for foreign vessels of any gross tonnage and for all Brazilian vessels over 2,000 grt carrying oil, gas, or dangerous cargo.
(BA NP 286(5)) 48/01

Page 35—Line 21/L; insert after:
Vessels navigaing within 200 miles of the Brazilian coast should maintain a continuous listening watch on VHF channel 16.
(BA NP 286(5)) 48/01

Page 35—Line 48/L; insert after:
Even though participating in SISTRAM by foreign vessels is voluntary, foreign vessels that are still within the Brazilian territorial sea of 12 miles are still required, under penalty of fines, to report the following information:
1. Position.
2. Course.
3. Speed.
4. Port of departure.
5. Port of destination.
6. ETA.

This information can be submitted through SISTRAM, participation in which is free of charge, provided the report is sent through the Brazilian Coastal Radio Stations Network.
(BA NP 281(2)) 48/01

Page 35—Lines 56 to 60/R; read:
Controle Naval do Trafego Maritimo (COMCONTRAM), as follows:
1. Surface mail address:
   Edificio Almirante Tamandare - 6 andar
   Praca Barao de Ladario, S/N Centro
   Rio de Janeiro - RJ - Brazil CEP: 20091-000
2. E-mail address: controle@cotram.mar.mil.br
3. Web site: http://www.mar.mil/~otram/cotram.htm

(BA NP 281(2)) 48/01

Page 113—Line 2/R; insert after:
Regulations **114**
(NIMA) 48/01

Page 114—Line 6/L; insert after:

Regulations

Vessels should send their ETA at least 72 hours in advance (excluding Sunday and public holidays) to their port of destination, stating the following information:
1. Vessel length, freeboard, and draft fore and aft.
2. Details on any dangerous cargo.
3. Type and quantity of cargo being landed or loaded.
4. Bunkers and other requirements.
5. Factors affecting the safe entry and/or berthing of the vessel.

PUB 160 (Continued)

6. Is the vessel engaged in towing or salvage? If yes, further details are required.

Vessels should send their ETA to the appropriate Port Control on VHF channel 16 when within 20 miles of their destination.

A continuous listening watch is to be maintained on VHF channel 16 by all vessels anchored within or near the limits of a Namibian port.

(BA NP 286(3)) 48/01

Page 115—Line 3/R; insert after:

Pilotage 116
Regulations 116

(NIMA) 48/01

Page 116—Line 4; insert after:

Pilotage

Pilotage is compulsory within the four Sea Pilotage Districts within the Exclusive Economic Zones of the Nigerian coast. The districts are contained within an area bound by the following points:

a. 4˚30.33'N, 8˚24.12'E.
b. 4˚01.80'N, 8˚20.42'E.
c. 3˚26.50'N, 7˚24.42'E.
d. 3˚28.75'N, 6˚00.00'E.
e. 4˚49.12'N, 5˚00.00'E.
f. 6˚00.00'N, 4˚30.00'E.
g. 6˚00.00'N, 3˚10.00'E.
h. 6˚23.75'N, 3˚10.00'E.

The boundaries of the four Sea Pilotage Districts are, as follows:

1. District A (Calabar River Oil Terminal)—the navigable area between 8˚24.12'E and 7˚24.42'E.
2. District B (Bonny Offshore Terminal and Brass Oil Terminal)—the navigable area between 7˚24.42'E and 6˚00.00'E.
3. District C (North Apoi Oil Terminal, Forcados Oil Terminal, and Escravos Oil Terminal)—the navigable area between 6˚00.00'E and 4˚30.00'E.
4. District D (Kuramo and Lekki)—the navigable area between 4˚30.00'E and 3˚10.00'E.

Regulations

Ship Entry Notice (SEN)

Two months prior to arrival in Nigerian waters, agents must register vessels with the Nigerian Ports Authority (NPA) in order to obtain a Ship Entry Notice (SEN). This does not apply to vessels carrying petroleum products in bulk or in ballast. Vessels cannot enter the territorial waters of Nigeria without a SEN.

Special Requirement

Before entering any of the creeks, rivers, or channels in Nigerian waters, vessels are required to broadcast their intentions and keep a continuous watch on 500 kHz or 2182 kHz as necessary. Vessels should broadcast their positions frequently to facilitate safe navigation, but such messages must be discontinued on request by any naval, military, or port authority or any Nigerian radio station or authorized officer.

VHF Communications

All VHF communication is subject to the following regulations:

1. VHF channel 16—used as a calling and listening frequency by vessels, the harbormaster, the pilot station, and the signal station.
2. VHF channels 14, 13, 12, 11, and 9 —reserved for the sole use of the NPA. Agents and vessels are not to use these channels unless required to do so by the NPA.
3. VHF channels 22, 23, 24, and 25—reserved as working channels for vessel to vessel and agent to vessel communications.
4. VHF channel 21—reserved as a calling and listening frequency for communication between agents and their land mobile station.
5. VHF channels 17, 18, 19, and 20—reserved as working channels for communications between shore stations other than the NPA.

The manner of operation under these restrictions is, as follows:

1. All vessels will keep simultaneous listening watches on VHF channels 16 and 21. They will use VHF channel 16 when calling the harbormaster, pilot station, signal, or other vessels. Vessels will use VHF channel 21 when calling their agents.
2. All non-NPA fixed stations will keep watch on VHF channels 16 and 21. They will use channel 16 when calling the pilot station, harbormaster, and signal station. For calling their respective vessels, they will use VHF channel 21. After establishing contact, they will switch over to a mutually acceptable channel from amongst those assigned above as applicable. Agents will only use VHF to contact the NPA station as a last resort and only when the more conventional methods such as telephones and messengers fail.
3. The NPA stations will use VHF channel 16 for contacting vessels, tugs, and operational centers. They will use VHF channel 11 for other NPA internal communications. After establishing contact, these stations will select a working channel other than VHF channel 16, 14, or 11. The fire service will continue to use VHF channel 14 while maintaining a listening watch on VHF channel 16.

Oil Terminals—ETA Reporting

Vessels are required to report their ETA at the terminal anchorage or fairway lighted buoy 7 days in advance. If the vessel is leaving the previous port less that 7 days prior to arrival at the terminal, the vessel's ETA at the terminal should be sent 72 hours, 48 hours, and 24 hours in advance.

Any amendments to the ETA of more than 12 hours should be sent immediately.

Vessels should contact the terminal directly when within VHF range.

(BA NP 286(3)) 48/01

PUB 160 (Continued)

Page 118—Line 16/R; read:
All vessels anchoring within the
(BA NP 63, Supp. 7/97) 48/01

Page 118—Line 22/R; insert after:
All vesssels using this anchorage must contact Mina Qabus Port Control on VHF channel 16 and give the following information:
1. Flag or port of registry.
2. Call sign.
3. DWT, GRT, and NRT.
4. Ports of call, including last port and next port.
5. Whether the vessel is carrying dangerous or hazardous cargo.
(BA NP 63, Supp. 7/97) 48/01

Page 146—Line 19/L; read:
African harbors must maintain a continuous listening watch on VHF channel 16.
(BA NP 286(3)) 48/01

Page 168—Line 8/L; insert after:
Vessel Traffic System
The Maritime Movement Control and Information System applies to all vessels entering or leaving Uruguayan waters. It encompasses the area W of longitude 50˚50'W and SW of a line bearing 128˚ from Chui Light (33˚45'S., 53˚22'W.).
The system is divided into various zones, each containing a Port Control Center concerned with control and information within a port or within its surrounding area up to a distance of 50 miles. Information on each Port Control Center is given in the accompanying table.
The following procedures are in effect for the Maritime Movement Control and Information System:
1. Vessels should contact the appropriate Port Control Center when entering each zone, giving the follwoing information:
a. Position (latitude and longitude).
b. Course.
c. Speed.
d. Maximum draft.
e. ETA at the pilot boarding position.
f. Other information that may be relevant to the navigation of the vessel.
2. The following information should also be reported to the Port Control Center:
a. Any accident, fire, or damage on board the vessel.
b. Assistance rendered to other vessels in distress or difficulty.
c. Unmarked or uncharted hazards to navigation.
d. Serious reduction in visibility.
3. Vessels should maintain a continuous listening watch on VHF channel 16 when within the zone. If a vessel cannot maintain a listening watch on VHF channel 16, they should use VHF channel 11 or VHF channel 13 and advise the Port Control Center accordingly.
4. Clearance should be obtained from the Port Control Center prior to any movements. This clearance expires automatically after 15 minutes.
(BA NP 286(5)) 48/01

Page 168—Line 8/L; insert after:
New table titled "Maritime Movement Control and Information System Reporting Requirements" from back of this Subsection.
(BA NP 286(5); BA NM 4/01, Section VI) 48/01

Page 20A; replace with below:
New table from back of this Subsection.
(Aus Annual Notice No. 9 of 2001) 48/01

PUB 171 7 Ed 2001 LAST NM 47/01
Page 93—Lines 35 to 36/L; read:
dotted with scanty vegetation; there are few projecting points.
El Maan (2˚10'N., 45˚36'E.), about 18 miles ENE of Muqdisho, is an anchorage/lighterage port serving as an alternative port for the currently-closed port of Muqdisho.
Tides—Currents.—From December to February, the monsoon-influenced Somali Current flows SW at rates of up to 4 knots. From June to September, it flows NE at rates of up to 5 knots.
Between the monsoons, currents are variable, with sharp changes occuring over short distances. Variations in the currents, and higher than expected rates, can be caused by tropical cyclones.
Pilotage.—Pilotage is compulsory for vessels entering or leaving the inner anchorage or anchoring in the outer roads and is available 24 hours. Pilots can be requested on VHF channel 12 or by the Internationa Code flag signal; the pilot boards, as follows:
1. Vessels from N—in position 2˚11.8'N., 45˚39.0'E.
2. Vessels from S—in position 2˚06.0'N., 45˚31.0'E.
Anchorage.—Vessels awaing a pilot or a berth in the cargo anchorage may anchor, in depths of 20m, in the vicinity of position 2˚19'N, 45˚54'E.
The cargo anchorage is in the vicinity of position 2˚09.9'N, 45˚55.0'E. This anchorage is exposed.
Habay (Punta Arai) (2˚12'N., 45˚39'E.) is a dark, rocky
(BA NP 3, Supp. 10/2001;
US NM 47/01, Section II) 48/01

Page 101—Line 23/R; read:
Regulations.—Victoria Tower Control has established a reporting system on VHF channel 12. Inbound and outbound vessels are to radio Victoria Tower Control when passing the following Reporting Points:
1. North Reporting Point—position 4˚23'S, 55˚29'E.
2. South Reporting Point—position 4˚40'S, 55˚37'E.
Vessels must give 12 hours notice at the Port
(BA NM 37/01) 48/01

PUB 180 2 Ed 1997 LAST NM 41/01
Page 63—Line 4/R; strike out.
(NIMA) 48/01

PUB 180 (Continued)

Page 68—Lines 9 to 48/R; read:
less than 1.02500 gm/cm^3.

Regulations

(BA NP 286(2)) 48/01

Page 73—Line 33/L; insert after:
New graphic titled "Examples of Norwegian Fixed Marks" from back of this Subsection.
(Nor SD 1) 48/01

Page 79—Lines 2/L to 38/R; read:

The Norwegian Rescue Services for sea, air, and land are regarded as one organization under the common heading of life-saving service. The sea rescue service combines a number of public and private institutions, coordinated through the police, who have general responsibility and authority for the saving of lives. Among these institutions are the pilotage, light, and harbor authorities; civil defense and fishery organizations; and the Norwegian Lifeboat Society (Norwegian Society for Rescue of Shipwrecked Mariners). The Norwegian Naval Defense Force has vessels in readiness for distress calls at all times.

The Norwegian Lifeboat Society operates a fleeet of over 30 rescue vesssels of various sizes and a chain of rescue stations along the coast. The vessels have an operational radius of 400 to 5,000 miles and are fitted with VHF, SSB, and mobile telephone communications. The vessels have white hulls, with a wide red band along the deck, and a red Maltese cross in a blue ring on the bow. About 20 of the rescue stations are operated year round, with the remaining stations operating during the fishing and pleasure-boating season.

Norwegian Chart Q6356 shows the location of coastguard stations, lifeboat stations, coast radio stations, and other details of the search and rescue organization in British and North European waters.

A fleet of about 50 vessels is run by the pilotage authority; many of these vessels operate within a radius of 175 to 360 miles. Vessels are equipped for rescue missions. Many shore pilot stations maintain a listening watch on VHF channel 16.

Other vessels, such as those used for harbor works and buoy maintenance, as well as fishing vessels and merchant vessels, can be called upon for rescue service.

The Norwegian Air Force has ten Sea King helicopters, with an operating radius of 220 miles, available for search and rescue duty. The helicopters are based at Stavanger (Sola), Vigra, Orlandet, Bodo, and Banak. Long-range transport and maritime aircraft can be called on for more extensive searches and for the dropping of rescue equipment.

A civilian helicopter, with a range of 150 miles, is based at Svalbard.

The main rescue centers are:

1. SSR South Norway (Stavanger)—South of 65˚N.
2. SSR North Norway (Bodo)—North of 65˚N.

These centers receive all distress calls and assign the appropriate local rescue center to each incident.

(Nor SD 1) 48/01

Page 101—Lines 17/L to 31/R; read:

Pilotage is compulsory for entry to and departure from all Russian ports and for mooring and casting off. Pilots should be ordered through their agent 12 hours in advance and confirmed 4 hours prior to arrival, unless otherwise stated by individual ports.

Vessels should send their ETA via their agent 12 days, 96 hours, and 12 hours in advance. Oil, gas, and chemical tankers should however, confirm their ETA 14 days, 72 hours, and 12 hours before arrival.

In addition, masters must indicate that the vessel has certification guaranteeing civil responsibility for damage from oil pollution.

The following information is required by the Port Authority:

1. Name and flag of vessel.
2. Port of departure (last port of call).
3. Vessel's draft at bow and stern.
4. Cargo capacity of vessel, volume of hold, measurements.
5. Name and quantity of cargo and its distribution by hold (for tankers, in addition, indicate type and disposition of ballast).
6. Requirements from port services.

Information concerning a vessel's sanitation state must be reported in accordance with current sanitation, veterinary, and quarantine regulations.

A vessel's arrival in port must be registered directly with the Port Authority or with a representative of the Transport Fleet Maintenance Service, within the first 6 hours in port for completing sanitation, quarantine, customs, and border formalities.

On sailing, the Port Authority must be informed of intended departure at least 6 hours in advance; during a short term anchorage (less than 6 hours) at least 2 hours notice is required.

Pilotage requirements are uniform for all foreign flag vessels but come under the purview of local pilotage laws. Pilotage requirements may therefore vary from port to port. In the majority of ports, entry and departure of vessels take place around the clock. In some ports, pilotage is carried out with the aid of tugs. In others, shore radar and radio direction-finding stations are used.

(BA NP 286(2); PUB 120; PUB 140) 48/01

PUB 191 9 Ed 2000 LAST NM 47/01

Page 133—Lines 18 to 57/R; read:
WNW of Beachy Head. The port is used by commercial vessels and cross-channel ferries.

Tides—Currents.—Tides rise about 6.7m at springs and 5m at neaps.

Depths—Limitations.—The entrance channel, which has a least width of 70m, is dredged to a depth of 6m. The S part of the harbor adjacent to the ferry berths is dredged to a depth of 5.5m. There is a marina and berths for small craft on the W side of the harbor. East Quay, at the E side of the harbor, is the main commercial wharf. It is 510m long and provides five berths with depths of 4.5 to 5m alongside. North Quay is 360m long and has a depth of 2.1m alongside.

PUB 191 (Continued)

Vessels up to 165m in length and 7.6m draft can be handled at HW. Large vessels take the soft mud bottom at LW.

Apect.—The harbor may be easily identified from seaward by its outer breakwater curving from the W shore. A light is shown from a prominent tower, 14m high, standing on the breakwater head.

A conspicuous television mast stands on high ground about 1 mile NW of the harbor entrance.

Pilotage.—Pilotage is compulsory for all vessels over 49m in length. Vessels should send an ETA 12 hours in advance through their agent. Vessels should then send a request for pilotage 2 hours before ETA on VHF channel 12. Pilots can be contacted by VHF and board about 1 mile SW of the breakwater.

Regulations.—No vessel may enter or leave the harbor without permission from the harbormaster or in contravention of the traffic signals.

No vessel may be navigated so as to interfere in any manner with the arrival or departure of an advertised passenger vessel.

Signals.—The following traffic signals, displayed vertically, are shown from a mast near the head of the West Pier:

1. An orange triangle over an orange ball by day, or a green light at night, indicates that vessels may enter the harbor, but no vessels may leave.
2. An orange ball over an orange triangle by day, or a red light at night, indicates that vessels may leave the harbor, but no vessels may enter.
3. An orange triangle with an orange ball above and below it by day, or a green light with a red light above and below it at night, indicates that the port is temporary closed to traffic.
4. An orange ball by day, or a green light over a red light at night, indicates that vessels less than 15m in length may enter or leave with care.

Anchorage.—Good anchorage, during offshore or E winds, can be taken in a depth of 7m in Seaford Road, about 1.3 miles ESE of the breakwater head. It is reported (2000) that anchorage can be taken in a depth of 14m, good holding ground, about 1 mile SW of the breakwater.

Caution.—High speed craft may be encountered in the approaches to the port.

An outfall pipeline extends about 1 mile S from a point on the shore 0.5 mile E of the harbor entrance.

The entrance channel is subject to siltation and local knowledge is required.

7.10 Brighton (50˚49'N., 0˚08'W.), a coastal resort center, is situated 8 miles WNW of Newhaven. The coast between this town and Shoreham, about 4 miles W, is built up and contains many churches, hotels, and large buildings.

Two piers, which are no longer usable, front the town of Brighton and an extensive marina, protected by two curved breakwaters, is situated at its E end.

Rodean School, with a rambling building and two spires, is situated 0.4 mile E of marina and is prominent from seaward.

A conspicuous television tower stands on a hill at the E end of Brighton, about 0.8 mile NW of the marina.

A prominent black windmill stands near the shore, about 1.3 miles ESE of the marina.

Caution.—Lobster pots are frequently placed up to 0.5 mile offshore between Brighten and Newhaven.

Several lighted buoys (special), which are used as recreational racing marks, are moored up to 3 miles offshore between Shoreham and Newhaven. Other temporary buoys may be moored close off Brighton, from March to October.

A sewer outfall pipeline, the seaward end of which is marked by a lighted buoy, extends about 1 mile SSW from a point on the shore about 3 miles ESE of the marina.

(BA NP 28; Lloyds Ports) 48/01

Page 134—Lines 1 to 51/L; strike out.

(NIMA) 48/01

Page 134—Lines 54 to 55/L; read:

7.11 Shoreham is a small commercial port situated at the mouth of the River Adur, about 20 miles WNW of Beachy Head. It is protected by breakwaters and divided into three parts. Western Arm leads W from the entrance and is formed by the lower reaches of the river. Eastern Arm leads E from the entrance to The Canal, a wet basin.

(NIMA) 48/01

Page 134—Lines 1 to 5/R; strike out.

(NIMA) 48/01

Page 134—Lines 13 to 59/R; read:

Tides—Currents.—The tides rise about 6.3m at springs and 4.8m at neaps.

Within the harbor, the flood tidal current sets almost entirely up Western Arm. It can attain a rate of 4 knots at springs in the narrowest section. Eastern Arm has practically no current, even at the height of the flood.

Depths—Limitations.—The entrance channel between the breakwaters is 122m wide. There is a least depth of 1.9m on the entrance range. Vessels may take the mud ground at LW in both Eastern Arm and Western Arm.

The main quay in Eastern Arm is Outer Lay-by Wharf, which is situated on the S side. It is 260m long and has a depth of 1.6m alongside. Vessels up to 120m in length, 20m beam, and 6.7m draft can be handled at this quay at HW.

Western Arm provides about 1,840m of total quayage. There are nine berths, 80 to 346m long, with depths of 0.5 to 1.8m alongside. Vessels up to 83m in length, 14.3m beam, and 5.5m draft can be handled at HW.

Two locks provide access to The Canal. Commercial vessels enter the wet dock through Prince Philip Lock. Vessels up to 106m in length and 16.4m beam can enter, with drafts up to 6.7m at springs and 5.5m at neaps. Prior approval from the authorities is required for vessels over 103m in length. A yacht lock is situated within the confines of the existing Prince George Lock.

The wet basin has depths of 7 to 7.6m and provides about 3,600m of total quayage. There are 21 berths, 61 to 406m

PUB 191 (Continued)

long, and two turning basins. There are facilities for general cargo, timber, bulk, and oil vessels.

Aspect.—A lighted range indicates the approach to the harbor. The rear range light, known as the High Light, is shown from a prominent stone tower, 12m high.

A church, with a prominent tower and flagstaff, is situated in the W part of the port. The conspicuous chapel of St. Nicholas Lancing College stands inland, about 2.4 miles NW of the harbor entrance. A prominent chimney stands at a cement works about 3 miles NW of the harbor entrance but is only visible between NNW and NNE.

Pilotage.—Pilotage is compulsory for vessels over 50m in length and all vessels carrying dangerous cargoes. Pilots can be contacted by VHF and board within 2 miles of the harbor entrance.

Regulations.—Vessels over 50 grt should send an ETA to the Port Control Office at least 24 hours in advance. The message should include name, draft, beam, and length.

Vessels should then contact the Port Control when within VHF range. A continuous listening watch should be maintained on VHF channel 14 when entering the port. Tidal and navigation information is available on request.

This port lies at the W limit of the Inshore Traffic Zone.

Anchorage.—Anchorage can be taken anywhere S of the harbor, according to draft. The best holding ground lies in a depth of 6m, sand and gravel over clay, about 1 mile S of the entrance.

Caution.—Several wrecks lie in the approaches to the port and may best be seen on the chart.

A sewer outfall pipeline, the seaward end of which is marked by a lighted buoy, extends about 1.6 miles S from a point on the shore about 0.8 mile E of the entrance.

The harbor is subject to siltation and the authorities should be contacted for information concerning the latest depths.

7.12 The coast between Shoreham and Littlehamton is low and backed by the South Downs. Chanctonbury Ring, a clump of trees standing on the highest part of the downs, is prominent and often the first landmark sighted when approaching the land in this vicinity.

The towns of Lancing, Worthing, and Goring by Sea stand along the shore, with no break between them.

A number of prominent buildings stand near the shore, about 3 miles W of Shoreham. A conspicuous gas storage tank is situated about 4.5 miles W of Shoreham, at the E end of Worthing.

Worthing is fronted by a pier, with a pavilion at its outer end. The town is low-lying, distinguishing it from Brighton, which stands on a cliff.

A church, with a prominent spire, is situated Goring by Sea, 4.5 miles E of Littlehampton and a gas storage tank stands 0.5 mile NE of it. Highdown Hill rises to an elevation of 80m about 1.5 mile NW of the church. It has two chalk pits on the W slope and one larger pit on the E slope.

Rackham Hill, with a conspicuous clump of trees, rises inland about 6 miles NNE of Littlehampton. A deep break in the downs, formed by the valley of the River Arun, is located 2 miles W of this hill and is prominent from seaward.

Caution.—A sewer outfall pipeline extends about 3.5 miles S from a point on the shore about 2.5 miles W of Shoreham harbor entrance.

A sewer outfall pipeline, the outer end of which is marked by a lighted buoy, extends about 2 miles SSE from a point on the shore 0.6 mile E of Littlehampton harbor entrance.

Buoys (special), used as racing marks, may be moored offshore between Shoreham and Littlehampton from April to October.

Several dangerous rocks, which may best be seen on the chart, lie up to 2 miles offshore between Shoreham and Littlehampton.

7.13 Littlehampton (50˚47'N., 0˚32'W.) (World Port Index No. 35610) lies at the mouth of the River Arun and is a small commercial port and yachting center.

Tides—Currents.—The tides rise about 5.9m at springs and 4.4m at neaps.

The tidal currents are strong and may attain a rate of 6 knots between the piers. The flood current continues until about 1 hour 30 minutes after HW at springs and 30 minutes after HW at neaps. The ebb current continues until about 4 hours before HW.

Depths—Limitations.—The harbor is formed by the lower reaches of the river. The entrance, 33m wide, lies between two pile piers. A low training wall, covered at half-tide, extends seaward from the E pier and is marked at its outer end by a beacon.

The bar fronting the entrance dries up to 1m. The entrance channel dries until abreast of the E pier, where there are depths of 1 to 2m. There are berths for recreational craft and a marina along the W bank of the river.

There are two commercial berths, 80m and 100m long, at the E side of the harbor. Vessels take the ground at LW. Vessels up to 2,000 dwt and 70m in length can be handled, with drafts up to 4.6m at springs and 3.8m at neaps.

Aspect.—Lighted range beacons indicate the approach to the harbor. A fort, in ruins, stands on the shore near the root of the W pier. The town stands on the E bank and is centered about 1 mile N of the entrance.

A prominent gas storage tank stands about 0.8 mile NW of the harbor entrance. A conspicuous block of apartments, 38m high, and another conspicuous building are situated 0.3 mile ENE and 0.8 mile E, respectively, of the harbor entrance.

Pilotage.—Pilotage is compulsory for vessels over 50 grt. Vessels should send their ETA via any coast radio station 12 hours in advance. Pilots can be contacted by VHF and board within 2 miles of the harbor entrance.

Anchorage.—Vessels can anchor in depths of 5 to 7m, stiff blue clay, about 2 miles S of the harbor entrance.

Caution.—The harbor may be inaccessible during strong SE winds.

7.14 The coast between Littlehampton and Bogner Regis, 5 miles WSW, is low. The 10m depth contour in this area lies about 4 miles offshore. Bogner Regis, a prominemt coastal resort, is fronted by the remains of an iron pier.

Pagham Harbour, an area of saltings intersected by drying creeks, lies 3.5 miles SW of Bognor Regis and 2.5 miles NE of Selsey Bill. Most of this area is a nature reserve.

PUB 191 (Continued)

The entire coast between Bogner Regis and Selsey Bill (50˚43'N., 0˚47'W.) is fronted by an area consisting of foul ground, rocks, and shoals. This area extends up to about 2 miles seaward and vessels should keep well clear of it.

The Park (50˚40'N., 0˚41'W.), an anchorage area, lies between the Owers Shoals and the foul ground fronting Pagham Harbour between Selsey Bill and Bognor Regis. It is well-sheltered from W and SW winds, but dangerous with winds from E to S. The holding ground is good, being a thin layer of gravel over stiff clay, and there are depths of 5 to 11m. However, this anchorage cannot be recommended for large vessels, because of frequent and sudden shifts in the wind and the rapidity with which the sea gets up, especially during the winter months.

For a description of Selsey Bill and the dangers lying off this point, including The Owers, see paragraph 2.27.

Caution.—An outfall pipeline extends 1.5 miles S from a point on the shore at the W side of Bogner Regis.

Lobster pots may be encountered in the vicinty of Kingmere Rocks, about 5.5 miles SE of Littlehampton.

An offshore scallop fishing ground extends from a line S of Selsey Bill (50˚43'N., 0˚47'W.) to a line S of Rye, 60 miles E, in a zone 15 miles wide.

English Inshore Traffic Zone

7.15 Sector 7 has been described from the NE to SW due to the large volume of traffic that normally use the SW traffic lane of the Dover Strait TSS while proceeding from the North Sea to the Atlantic Ocean. Vessels are reminded that the Rules of the International Regulations for Preventing Collisions at Sea are applicable.

Vessels navigating in the above zone should expect to meet vessels proceeding in the opposite direction and a considerable amount of cross-channel ferry traffic in the Dungeness to South Foreland area.

Caution.—Royal Sovereign Shoals lie directly in the track of vessels proceeding between Beachy Head and Dungeness, and can be especially dangerous during poor visibility and on the flood when the E currents rounding the headland set down on them. The light structure, situated directly S of Southern Head, has been designed to withstand severe weather and is conspicuous (see paragraph 7.7).

Numerous wrecks lie up to 9 miles offshore, especially between Dungeness and Beachy Head. Many of these wrecks rise well above the seabed and should be avoided.

(BA NP 28; Fairplay; Lloyds Ports) 48/01

Page 135—Lines 1 to 58/L; strike out.
(NIMA) 48/01

Page 135—Lines 1 to 57/R; strike out.
(NIMA) 48/01

RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117 Ed 2001 LAST NM 47/01

Page 4-39—Line 45/R to Page 4-40—Line 18/L; read:

NOTE: In an effort to reduce the number of DSC relays of Distress Alerts on all shipboard DSC equipment, the IMO has issued COMSAR/Circ.25 (dated 15 March 2001) which modifies Recommendation ITU-R M.541-8 and provides new procedures for responding to VHF/MF and HF distress alerts.

Circ.25 is summarized as follows:

- Distress relays and acknowledgments of all types should only be sent on the Master's authority.
- Ships should not acknowledge DSC Alerts by sending a return DSC call; they should acknowledge only by radiotelephony.
- Ships receiving a DSC Distress Alert on VHF Ch. 70 or MF 2187.5 kHz are not permitted to relay the call by DSC under any circumstances (they may relay by other means).
- Ships receiving a DSC Distress Alert on HF should wait for a period of 5 minutes of manual watchkeeping to ascertain whether it has been acknowledged by DSC, radiotelephony or NBDP, before manually relaying it only to the appropriate coast station.
- Ships may only send a Distress Relay Alert (Distress Alert on behalf of another vessel), if the following two conditions both apply:
  - the ship in distress is not itself able to transmit its own distress alert, and
  - the Master of the ship considers that further help is necessary.

The distress relay call should be addressed to "all ships" or to the appropriate coast station.

Flow diagrams, which describe the actions to be taken aboard ships upon receipt of DSC distress alerts from other ships, can be found on pgs. 4-45 and 4-47. The IMO recommends that these flow diagrams be displayed on the ship's bridge.

(PUBS 0006/2001) 48/01

Page 4-43—Graphic; strike out.
(PUBS 0006/2001) 48/01

Page 4-45—Graphic; strike out.
Replace with new graphic from back of this Subsection.
(PUBS 0006/2001) 48/01

Page 4-47—Graphic; strike out.
Replace with new graphic from back of this Subsection.
(PUBS 0006/2001) 48/01

PUB 117 (Continued)

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
		MARTINIQUE		
3140	**Fort de France (CROSSAG) (MRCC).**	Ch. 79, F3E; Ch. 80, F3E.	0020, 0040, 1450, 1510; 0030, 0050, 1500, 1520.	Local navigational warnings and weather in French for Martinique, St. Lucia and Dominica.
		Ch. 79, F3E; Ch. 80, F3E; Ch. 64, F3E.	1530, 2300; 1540, 1600, 2310, 2330; 1550, 2320.	Gunfire warnings and weather in French for Guadeloupe.
		Ch. 64, F3E.	0000, 1630.	Local navigational warnings and weather in French for St. Martin and Antigua.
		2545 kHz, J3E.	1215, 2133.	Weather in French.
		2545 kHz, J3E.	Every even hour.	Weather.
		Ch. 64, 79, 80, F3E.	Every hour.	Weather.
		Ch. 79, F3E; Ch. 80, F3E;	1120, 1140, 2220, 2240; 1130, 1150, 2230, 2250.	Weather in French for Martinique, St. Lucia and Dominica.
		Ch. 79, F3E; Ch. 80, F3E; Ch. 64, F3E.	0100, 1200; 0110, 0130, 1210, 1230; 0120, 1220.	Weather in French for Guadeloupe.
		Ch. 64, F3E.	0200, 1300.	Weather in French for St. Martin and Antigua.
	*	*	*	* 48/01

WORLD PORT INDEX CORRECTIONS

PUB 150 **17 Ed 2000** **LAST NM 47/01**

EVEN PAGE CORRECTIONS

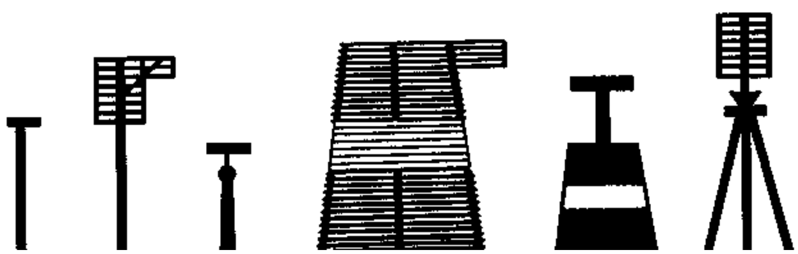
INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS: TIDE	SWELL	ICE	OTHER	OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA	
*9998	OCEAN CAY TERMINAL	BF	2525N	07912W	147	26324	S	CN		N	N	N	Y	N	J		J					Y	48/01
*10006	COCKBURN TOWN	BF	2403N	07432W	147	26281	S	CN	F	N	N	N	Y	N		M	P					Y	48/01
*10009	MAN OF WAR BAY	BF	2103N	07339W	147	26267	S	CN	F	N	N	N	Y	N		J	J			L	Y	Y	48/01
10640	PORT RHOADES *	JM	1828N	07725W *	147	26122	S *	CN	P	N	N	N	Y	N *	J	E	J	J	01	L		Y *	48/01
10710	PORT ANTONIO	JM	1811N	07627W	147	26129	V	CN	G	N	N	N	Y *	N	J *	C *	L		01	L *	Y	Y	48/01
10772	PORT ESQUIVEL *	JM	1753N	07708W	147	26125	V	CN	G	N	N	N	Y *	N *	J *	H	J *	J *	01	M *		Y	48/01
*10773	ROCKY POINT	JM	1749N	07709W	147	26125	V	CN	G	N	N	N	Y	N	J	K	L					Y	48/01

PUB 150 (Continued)

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE: COMPULSORY	PILOTAGE: AVAILABLE	PILOTAGE: LOCAL ASSIST	PILOTAGE: ADVISABLE	TUGS SALVAGE	TUGS ASSIST	QUARANTINE: PRATIQUE	QUARANTINE: DERATT CERT	QUARANTINE: OTHER	COMMUNICATIONS: TELEPHONE	COMMUNICATIONS: TELEGRAPH	COMMUNICATIONS: RADIO	COMMUNICATIONS: RADIO TEL	COMMUNICATIONS: AIR	COMMUNICATIONS: RAIL	LOAD/OFFLOAD: WHARVES	LOAD/OFFLOAD: ANCHOR	LOAD/OFFLOAD: MED MOOR	LOAD/OFFLOAD: BEACH MOOR	LOAD/OFFLOAD: ICE MOOR	MEDICAL FACILITIES	GARBAGE DISPOSAL	DEGAUSS	DIRTY BALLAST	CRANES: FIXED	CRANES: MOBILE	CRANES: FLOATING	LIFTS: 100 TONS PLUS	LIFTS: 50 - 100 TONS	LIFTS: 25 - 49 TONS	LIFTS: 0 - 24 TONS	SERVICES: LONGSHORE	SERVICES: ELECT	SERVICES: STEAM	SERVICES: NAVIG EQUIP	SERVICES: ELECT REPAIR	SUPPLIES: PROVISIONS	SUPPLIES: WATER	SUPPLIES: FUEL OIL	SUPPLIES: DIESEL OIL	SUPPLIES: DECK	SUPPLIES: ENGINE	REPAIR	DRYDOCK	RAILWAY	
*9998																	Y		Y																														48/01
*10006																			Y	Y																							Y						48/01
*10009		N	Y	N	Y		Y	N	N						Y	Y	Y		Y																						N					N			48/01
10640	Y	N	Y	Y	Y	Y	Y	N	N	Y	Y		N*	Y	Y	Y	Y		Y					Y	N*		N	Y						Y	Y*					Y	Y	N	N	N	N	C			48/01
10710		N*	Y*	Y	Y*			N*	N			Y*	Y	Y	Y*	Y*	Y	Y	Y					Y	Y		N								Y*					Y	Y	N*	N*			C			48/01
10772	Y	N	Y	Y	Y			N	N*	Y			Y		Y	Y*	Y	Y	Y					Y	N*		N		Y			Y		Y	Y						Y	Y				C			48/01
*10773		N	Y	N	Y			N	N	Y			Y		Y		Y		Y					Y											Y						Y	Y	Y			N			48/01

165



PUB 140

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
NORTHERN TERRITORIES

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YBBB/R230	Darwin	All military operations	NOTAM	**R230C—**9˚54'443"S, 130˚52'07"E; thence the minor arc of a circle 150 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 10˚24'14"S, 132˚25'11"E; 10˚48'30"S, 132˚07'07"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME; to 10˚24'52"S, 130˚52'46"E.	7
		Military flying training	NOTAM	**R230D—**11˚20'50"S, 131˚42'58"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 12˚02'20"S, 132˚12'38"E; 12˚18'53"S, 131˚19'03"E; thence the minor arc of a circle 25 NM in radius centered on Darwin DME; to 12˚05'13"S, 131˚09'35"E.	7
		Military flying training	NOTAM	**R230E—**10˚48'30"S, 132˚07'07"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 11˚50'11"S, 132˚51'32"E; 12˚02'20"S, 132˚12'38"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME; to 11˚20'50"S, 131˚42'58"E.	7
		Military flying training	NOTAM	**R230F—**10˚24'14"S, 132˚25'11"E; thence the minor arc of a circle 150 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 11˚41'01"S, 133˚20'40"E; 11˚50'11"S, 132˚51'32"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME; to 10˚48'30"S, 132˚07'07"E.	7

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
WESTERN AUSTRALIA

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YMMM/R119	Stirling	Gunnery and military flying	NOTAM	**R119F**—33˚42'40"S, 114˚50'16"E; thence the minor arc of a circle 120 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 33˚08'23"S, 114˚03'35"E; 32˚38'43"S, 114˚51'27"E; thence the minor arc of a circle 70 NM in radius centered on Perth DME, to 32˚58'36"S, 1154˚18'38"E.	9
		Gunnery and military flying	NOTAM	**R119G—**32˚27'40"S, 115˚38'13"E; 32˚58' 36"S, 115˚18'38"E; thence the minor arc of a circle 70 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 32˚38'44"S, 114˚51'27"E; 32˚14'47"S, 115˚29'22"E; thence the minor arc of a circle 30 NM in radius centered on Perth DME, to 32˚22'32"S, 115˚39'30"E.	9
		Gunnery and military flying	NOTAM	**R119H**—32˚09'27"S, 115˚39'32"E; thence along W coast of Garden Island to 32˚14'51"S, 115˚41'24"E; 32˚22' 32"S, 115˚39'30"E; thence the minor arc of a circle 30 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 32˚14'47"S, 115˚29'22"E.	9
YMMM/R140	Garden Island	Demolition depot	H24 NOTAM	A circle 1.0 NM in radius centered on 32˚10'36"S, 115˚40'18"E.	9
YMMM/R144	Stirling	Gunnery and military flying	NOTAM	31˚53'55"S, 115˚34'18"E; 31˚48'07"S, 114˚47'50"E; thence the minor arc of a circle 60 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 31˚19'34"S, 115˚02'18"E; 31˚38' 11"S, 115˚29'51"E.	9
YMMM/R146	Lancelin	Gunnery	NOTAM	**R146A** (a) 30˚54'00"S, 114˚56'00"E. (b) 30˚45'30"S, 115˚17'30"E. (c) 30˚55'00"S, 115˚24'00"E. (d) 31˚07'30"S, 115˚05'00"E.	9
			NOTAM	**R146B** (a) 30˚45'30"S, 115˚17'30"E. (b) 30˚41'00"S, 115˚27'00"E. (c) 30˚50'00"S, 115˚33'00"E. (d) 30˚55'00"S, 115˚24'00"E.	9

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
WESTERN AUSTRALIA

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YMMM/R146	Lancelin	Gunnery	NOTAM	**R146C** (a) 30˚41'00"S, 115˚27'00"E. (b) 30˚45'30"S, 115˚17'30"E. (c) 30˚47'56"S, 115˚11'21"E. thence along the coast to (d) 30˚39'41"S, 115˚07'55"E. thence along the coast to (e) 30˚38'57"S, 115˚07'36"E.	9
YMMM/R148	Lancelin	Military flying	NOTAM	(a) 30˚00'00"S, 114˚30'00"E. (b) 30˚15'32"S, 115˚02'11"E. thence along the coast to (c) 30˚47'56"S, 115˚11'21"E. (d) 30˚54'00"S, 114˚56'00"E. (e) 31˚07'30"S, 115˚05'00"E. (f) 31˚40'00"S, 114˚30'00"E.	9

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RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
WESTERN AUSTRALIA

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YMMM/R157	Lancelin	Military flying	NOTAM	(a) 31˚40'00"S, 113˚00'00"E. (b) 30˚00'00"S, 113˚00'00"E. (c) 30˚00'00"S, 114˚30'00"E. (d) 31˚40'00"S, 114˚30'00"E.	9
YMMM/R184	Lancelin	Explosives demolition	NOTAM	A circle 1.5 NM in radius centered on 30˚52'54"S, 115˚16'12"E.	9
YMMM/R850A/B	Learmonth	Military flying training	NOTAM	**R850A/B—**22˚54'26"S, 116˚07'49"E; thence the minor arc of a circle 120 NM in radius centered on Learmonth DME (22˚14'05"S, 144˚05'39"E), to 24˚07'12"S, 113˚21'00"E; 22˚51'49"S, 113˚50'54"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME to 22˚27'47"S, 114˚46'13"E.	8
YMMM/R851A/B/C	Learmonth	Military flying training	NOTAM	**R851A/B/C—**21˚22'24"S, 116˚02'08"E; thence the minor arc of a circle 120 NM in radius centered on Learmonth DME (22˚ 14'05"S, 144˚ 05'39"E), to 22˚54'26"S, 116˚ 07'49"E; 22˚27'47"S, 114˚46'13"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME to 21˚57'04"S, 114˚44' 39"E.	8
YMMM/R852A/B	Learmonth	Military flying training	NOTAM	**R852A/B**—20˚24'43"S, 114˚59'27"E; thence the minor arc of a circle 150 NM in radius centered on Learmonth DME (22˚14'05"S, 144˚05'39"E), to 21˚22'24"S, 116˚02'08"E; 21˚57'04"S, 114˚44'39"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME to 21˚37'40"S, 114˚23'44"E.	8
YMMM/R853A/B	Learmonth	Military flying training	NOTAM	**R853A/B—**19˚52'35"S, 113˚10'54"E; thence the minor arc of a circle 150 NM in radius centered on Learmonth DME (22˚14'05"S, 144˚05'39"E), to 19˚57'19"S, 115˚12'42"E; 20˚52'05"S, 114˚46'07"E; thence the minor arc of a circle 90 NM in radius centered on Learmonth DME to 20˚49'14"S, 113˚32'34"E.	8

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
WESTERN AUSTRALIA

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YMMM/R854A/B	Learmonth	Military flying training	NOTAM	**R854A/B—**20˚49'14"S, 113˚32'34"E; thence the minor arc of a circle 90 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚05'39"E), to 20˚52'05"S, 114˚46'07"E; 21˚37'40"S, 114˚23'44"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME, to 21˚36'25"S, 113˚50'49"E.	8
YMMM/R859A/B/C	Learmonth	Military flying training	NOTAM	**R859A/B/C—**A circle 40 NM in radius centered on Learmonth DME (22˚14'05'S, 114˚05'39"E).	8
YMMM/R860A/B/C	Learmonth	Military flying training	NOTAM	**R860A/B/C—**A circle 25 NM in radius centered on Learmonth DME (22˚14'05'S, 114˚05'39"E).	8
YMMM/R861A/B	Learmonth	Military flying training and missile/ gunnery firing	NOTAM	**R861A/B—**22˚29'33"S, 112˚29'59"E; thence the minor arc of a circle 90 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚05'39"E), to 20˚49'14"S, 113˚32'34"E; 21˚36'25"S, 113˚50'49"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME, to 22˚21'08"S, 113˚23'11"E.	8
YMMM/R862A/B	Learmonth	Military flying training and missile/ gunnery firing	NOTAM	**R862A/B—**22˚39'16"S, 111˚26'00"E; thence the minor arc of a circle 150 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚05'39"E), to 19˚52'35"S, 113˚10'54"E; 20˚49'14"S, 113˚32'34"E; thence the minor arc of a circle 90 NM in radius centered on Learmonth DME, to 22˚29'33"S, 112˚29'59"E.	8
YMMM/R863A/B	Learmonth	Military flying training and missile/ gunnery firing	NOTAM	**R863A/B—**22˚29'33"S, 112˚29'59"E; thence the minor arc of a circle 90 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚051'39"E), to 23˚38'56"S, 113˚32'16"E; 24˚35'26"S, 113˚09'38"E; thence the minor arc of a circle 150 NM in radius centered on Learmonth DME, to 22˚39'16"S, 111˚26'00"E.	8

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
WESTERN AUSTRALIA

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YMMM/R864A/B	Learmonth	Military flying training and missile/ gunnery firing	NOTAM	**R864A/B—**23˚38'56"S, 113˚32'16"E; thence the minor arc of a circle 90 NM in radius centered on Learmonth DME (22˚14' 05"S, 114˚051'39"E), to 22˚29'33"S, 112˚29'59"E; 22˚21'08"S, 113˚23'11"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME, to 22˚51'49"S, 113˚50'54"E.	8

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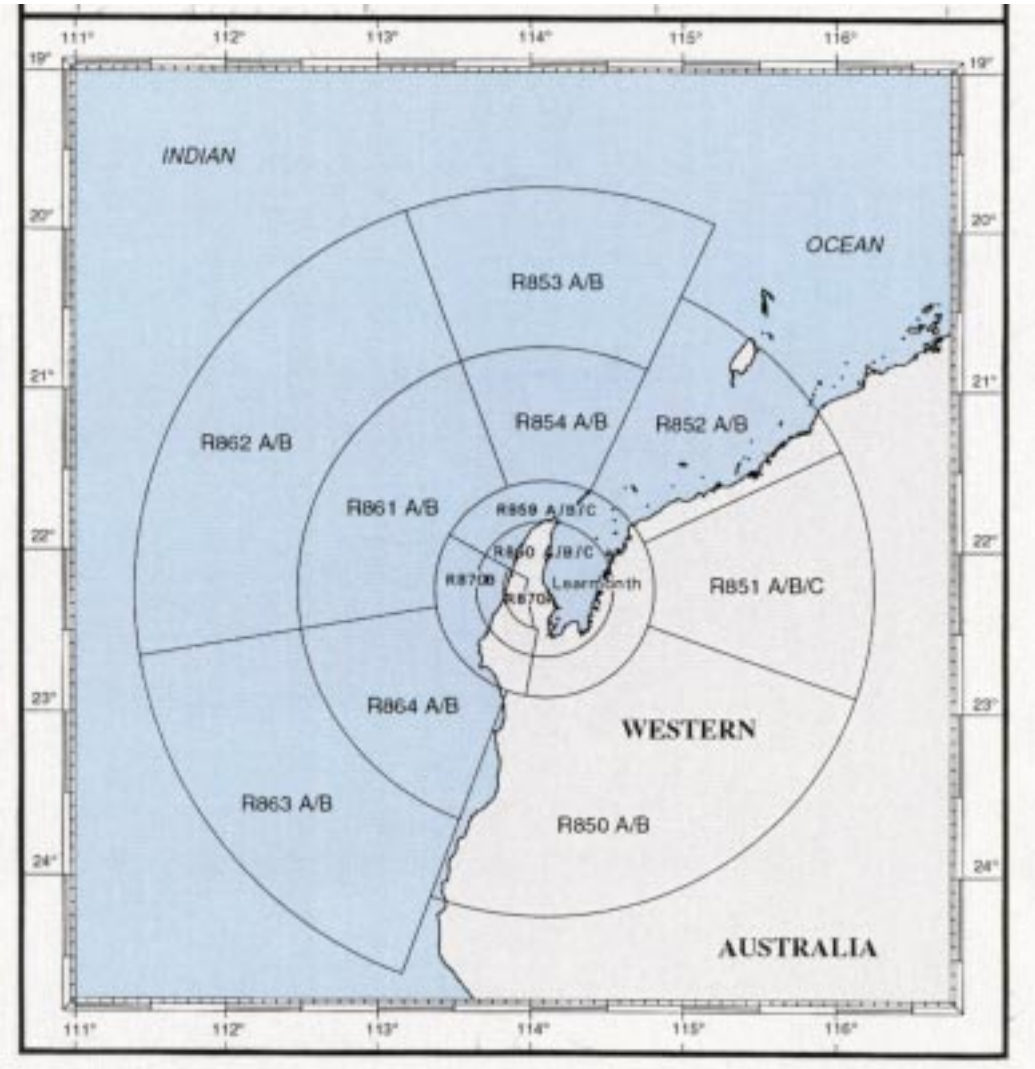
111°
112°
113°
114°
115°
116°
19°
20°
21°
22°
23°
24°
INDIAN
OCEAN
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R854 A/B
R852 A/B
R862 A/B
R861 A/B
R859 A/B/C
R860 A/B/C
R870
R851 A/B/C
R864 A/B
WESTERN
R863 A/B
R850 A/B
AUSTRALIA

PUB 160

Maritime Movement Control and Information System Reporting Points				
Port Control Center	**Call sign**	**Zone**	**Geographic area**	**Reporting points**
La Paloma	La Paloma Control	Kilo	East of longitude 54˚15'W	Abeam of Chui Light Abeam of Cabo Polonio Light Abeam of Cabo Santa Maria
La Paloma	La Paloma Control	Lima	Port area	Abeam of Port Jetty Light
Punta del Este	Punta del Este Control	Golf	Between longitudes 54˚15'W and 55˚30'W	Abeam of Isla de Lobos Abeam of Punta del Este
Punta del Este	Punta del Este Control	Hotel	Port area	—
Piriopolis	Piriapolis Control	Tango	Port area	—
Puerto del Buceo	CWC47	Oscar	Between longitudes 56˚00'W and 56˚09'W north of latitude 34˚57'S	—
Montevideo	Montevideo Port Control	Alfa	Outer zone between longitudes 55˚30'W and 57˚21'W	Middle Channel: 1. Abeam of Graf Spee Lighted Buoy 2. Abeam of La Panela Light 3. Uruguayan Banco Ortiz Lighted Buoy 4. Argentinian Banco Ortiz Lighted Buoy North Channel: 1. Abeam of Graf Spee Lighted Buoy 2. Abeam of La Panela Light 3. Abeam of jesus Maria Lighted Buoy 4. Abeam of Arazati Lighted Buoy 5. Abeam of Punta Rosario East of the Access Channel: 1. Abeam of Punta Brava 2. Abeam of Isla de Flores
Montevideo	Montevideo Port Control	Bravo	Port area between longitudes 56˚10'W and 56˚19'W north of latitude 35˚01'S	Abeam of Fairway Entrance Lighted Buoy Abeam of the jetty
Santiago Vasquez	CWC38	Papa	Between longitudes 56˚20'W and 56˚40'W north of latitude 34˚56'S	—
Puerto Sauce	CWC27	Uniform	Outer zone	—
Colonia	Colonia Control	Charlie	Outer zone	Abeam of Punta Rosario Abeam of Puerto Sauce Abeam of Roca Barriles Abeam of Puerto Colonia del Sacramento Abeam of Isla Farallon North end of Barra de San Pedro Abeam of Punta Martin Chico
Colonia	Colonia Control	Delta	Port area	—

Maritime Movement Control and Information System Reporting Points				
Port Control Center	**Call sign**	**Zone**	**Geographic area**	**Reporting points**
Carmelo	CWC22	Quebec	Outer zone	Abeam of Carmelo
Nueva Palmiro	CWC31	Echo	Outer zone	—
Nueva Palmiro	CWC31	Foxtrot	Port area	—
Fray Bentos	Frey Bentos Control	India	Outer zone	Abeam of Km 46 (Punta amarilla) Abeam of Km 61 (Riacho Yaguari) Abeam of Km 83 (Paso Barrizal) Abeam of Puerto Fray Bentos Passing Ponte General San Martin Abeam of Km 122 (Nuevo Berlin) Abeam of Km 140 (Isla Roman)
Fray Bentos	Frey Bentos Control	Juliet	Port area	—
Paysundu	Paysundu Control	Mike	Outer zone	Abeam of Km 140 (Isla Roman) Abeam of Km 160 (San Javier) Abeam of Km 183 (Concepcion del Uruguay) Abeam of N end of Isla Punta Almiron Passing Ponte General Artigas Abeam of Punta Piedras Abeam of Arroya Malo
Paysundu	Paysundu Control	November	Port area	—
Salto	CWC37	Romeo	Outer zone	—
Salto	CWC37	Sierra	Port area	—

PUB 160

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
NORTHERN TERRITORIES

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
		All military operations	NOTAM	**R230C—**9˚54'443"S, 130˚52'07"E; thence the minor arc of a circle 150 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 10˚24'14"S, 132˚25'11"E; 10˚48'30"S, 132˚07'07"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME; to 10˚24'52"S, 130˚52'46"E.	7
YBBB/R230	Darwin	Military flying training	NOTAM	**R230D—**11˚20'50"S, 131˚42'58"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 12˚02'20"S, 132˚12'38"E; 12˚18'53"S, 131˚19'03"E; thence the minor arc of a circle 25 NM in radius centered on Darwin DME; to 12˚05'13"S, 131˚09'35"E.	7
		Military flying training	NOTAM	**R230E—**10˚48'30"S, 132˚07'07"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 11˚50'11"S, 132˚51'32"E; 12˚02'20"S, 132˚12'38"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME; to 11˚20'50"S, 131˚42'58"E.	7
		Military flying training	NOTAM	**R230F—**10˚24'14"S, 132˚25'11"E; thence the minor arc of a circle 150 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 11˚41'01"S, 133˚20'40"E; 11˚50'11"S, 132˚51'32"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME; to 10˚48'30"S, 132˚07'07"E.	7

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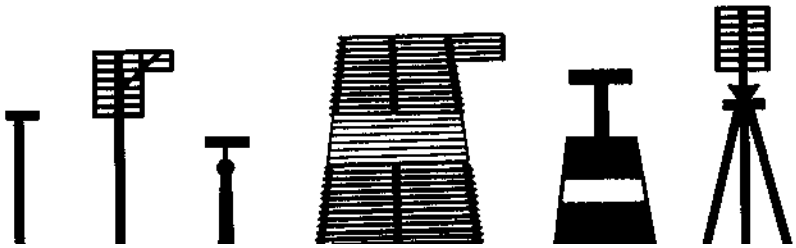

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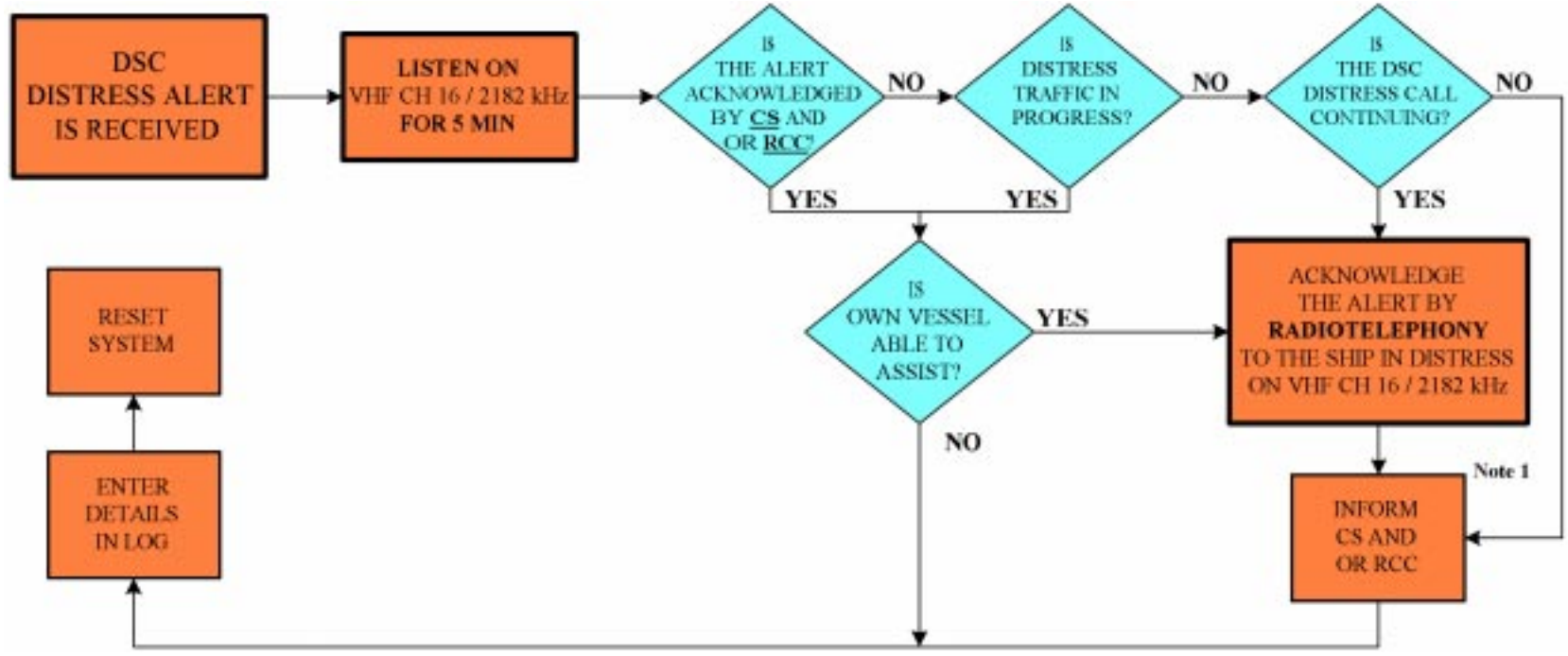
ACTIONS BY SHIPS UPON RECEPTION OF **VHF / MF** DSC DISTRESS ALERT



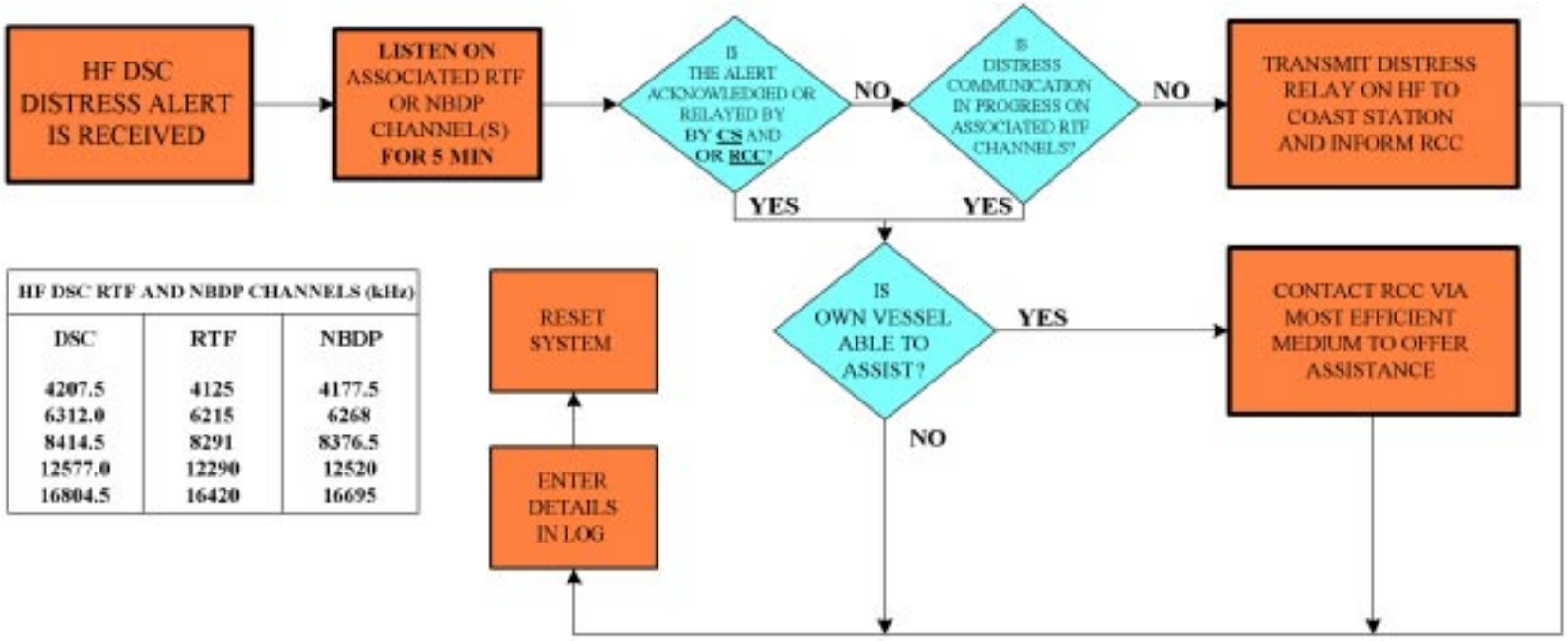
REMARKS:

Note 1: Appropriate or relevant RCC and/or Coast Station shall be informed accordingly. If further DSC alerts are received from the same source and the ship in distress is beyond doubt in the vicinity, a DSC acknowledgment may, after consultation with an RCC or Coast Station, be sent to terminate the call.

Note 2: In no case is a ship permitted to transmit a DSC distress relay call on receipt of a DSC distress alert on either VHF Channel 70 or MF Channel 2187.5 kHz.

CS = Coast Station RCC = Rescue Coordination Center

ACTIONS BY SHIPS UPON RECEPTION OF **HF** DSC DISTRESS ALERT



HF DSC RTF AND NBDP CHANNELS (kHz)		
DSC	RTF	NBDP
4207.5	4125	4177.5
6312.0	6215	6268
8414.5	8291	8376.5
12577.0	12290	12520
16804.5	16420	16695

REMARKS:

Note 1: If it is clear the ship or persons in distress are not in the vicinity and/or other crafts are better placed to assist, superflous communications which could interfere with search and rescue activities are to be avoided. Details should be recorded in the appropriate logbook.

Note 2: The ship should establish communications with the station controlling the distress as directed and render such assistance as required and appropriate.

Note 3: Distress relay calls should be initiated manually.

CS = Coast Station RCC = Rescue Coordination Center